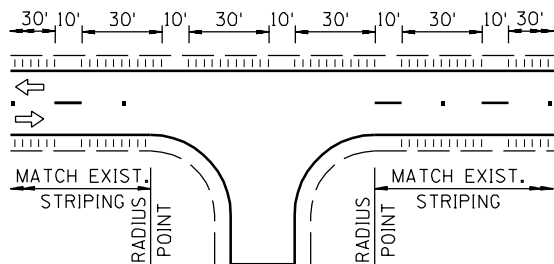
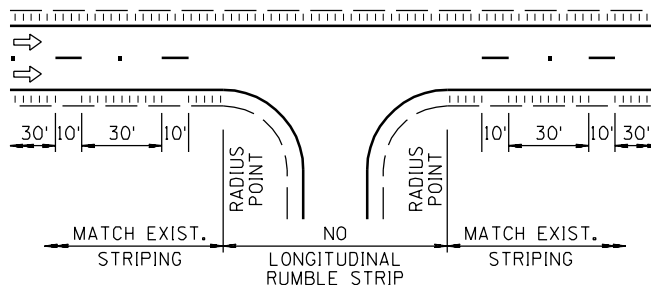


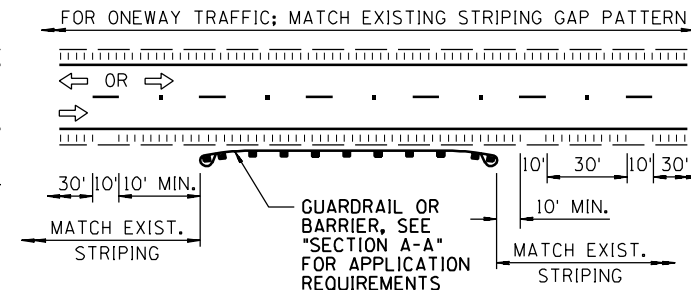
NO.	DESCRIPTION OF REVISIONS	MADE BY	DATE
1	RE-ISSUE	L. LOPEZ	2/02
2	RUMBLE STRIP PATTERN CHANGE.	L. LOPEZ	5/03
3			
4			



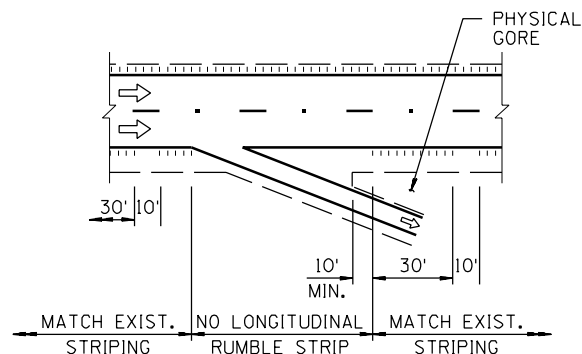
**INSTALLATION ON HIGHWAYS  
WITH NO ACCESS CONTROL**



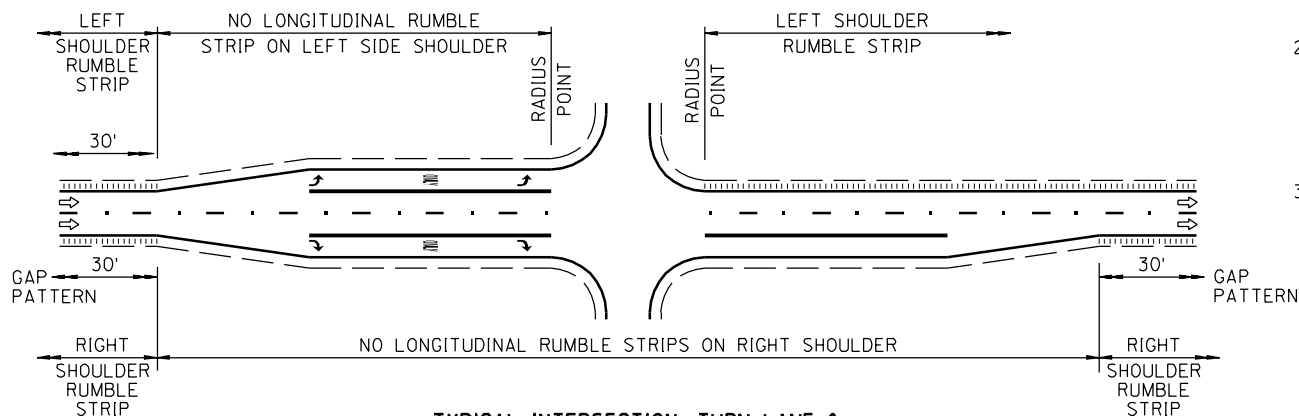
**TYPICAL HEAVY USE DRIVEWAY  
OR CROSSROAD EXCEPTION DETAIL**



**TYPICAL GUARDRAIL AND/OR BARRIER**



**RAMP EXCEPTION DETAIL  
ENTRANCE RAMP SIMILAR**



**TYPICAL INTERSECTION, TURN LANE &  
ACCELERATION LANE EXCEPTION DETAIL**

**NOTES:**

1. LONGITUDINAL RUMBLE STRIPS SHALL BE OMITTED ACROSS PRINCIPAL INTERSECTING ROADWAYS, OR OTHER INTERRUPTIONS AS SHOWN TYPICALLY HEREIN, ON THE PROJECT PLANS, OR AS DIRECTED BY THE ENGINEER.
2. IF APPRECIABLE BICYCLE TRAFFIC EXISTS OR IS ANTICIPATED, THEN A MINIMUM EFFECTIVE CLEAR SHOULDER WIDTH OF THREE (3) FEET, FIVE (5) INCHES SHOULD BE PROVIDED. IF HEAVY BICYCLE TRAFFIC EXISTS OR IS ANTICIPATED, THEN A MINIMUM OF FIVE (5) FEET IS DESIRABLE. THIS REQUIREMENT APPLIES TO BOTH SHOULDERS ON UNDIVIDED HIGHWAYS AND THE RIGHT SHOULDER ONLY ON DIVIDED HIGHWAYS.
3. CONTINUOUS LONGITUDINAL RUMBLE STRIP IS AN OPTION FOR THE DESIGN ENGINEER ON HIGHWAYS WITH NO ACCESS CONTROL.

DESIGN APPROVED	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION STANDARD DRAWINGS	REV. 5/03
APPROVED DISTRICT ENGINEER	LONGITUDINAL RUMBLE STRIP EXCEPTION DETAILS	DRAWING NO. M-22

SHEET 2 OF 2  
NOT TO SCALE